



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Chris Martin

David Mendoza

Mike Sheehan

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: October 16, 2012 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Bari Bookout, Katherine Casseday, David Mendoza, Mike Sheehan, Cameron Williams

Guests Present: Don Brubeck (West Seattle Bike Connections), Dan Graynski (Fehr & Peers), Christine Wolf (Port of Seattle), Dan Burke (Port of Seattle), Thomas Noyes (WSDOT), Tim Hillis (Charlie's Produce)

City Staff Present: Tracy Krawczyk, Mary Rutherford, Brian dePlace, Kevin O'Neill, Jonathan Dong, Ron Borowski, Chris Eaves, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed, Patrice Carroll (DPD)

1. (and 6). Welcome and Extended Introductions of Current and New Members

City staff, and other attendees introduced themselves. This was the first meeting for two new board members (Katherine Casseday and David Mendoza), so the members each provided more detailed introductions, describing their work and their interests in freight.

2. Public Comment

There was no public comment.

3. Approval of minutes

The Board approved both the August and September (as revised) 2012 minutes.

4. Chair's Report and Announcements

SDOT recently issued a SEPA determination of non-significance on a package of proposed transit reclassifications, including the proposed reclassification of West Nickerson Street, which is a Major Truck Street, from a minor transit street to a major transit street. Warren Aakervik asked about the process and impacts of changing a street's transit classifications when that street is also a Major Truck Street.

Jonathan Dong of SDOT explained that the transit reclassification recognizes the number of trips Metro is operating on the street. The recent Metro schedule change in September 2012 added one transit trip per hour to W Nickerson and because the street went from 15 trips per hour to 16 trips per hour, the correct classification is as a major transit street. The transit classification process is one tool to ensure that the ability of a roadway to physically support buses.

SDOT will bring these to the Board in the future. Warren noted that he is concerned about transit changes that include items such as in-lane bus stops on Major Truck Streets.

Other comments included:

- If there are changes to signal pre-emption or curb cut changes on Nickerson, this could affect the current truck traffic. (No signal or curb changes are planned as part of the transit classification change.)
- Is any thought given to the interaction between modes when these Metro service changes occur? Especially changes during peak hours? Perhaps this could be a future agenda item.

5. Street Ends

Chair Warren Aakervik wanted to better understand what happens to the right-of-way for shoreline street ends, i.e. does the adjacent business keep their access, and is access for emergency response maintained.

Brian dePlace from SDOT's Street Use division showed a presentation on the Shoreline Street Ends program. The Street Ends provide a place for the public and occur on 149 streets around Seattle. Some have ramps to the water and others (bluffs, for example) have no public access. This program is funded by permit revenue. Industrial and maritime uses receive a discount on the permit fees for using street ends.

Brian stressed that a fundamental requirement of the program is that access must be maintained to any adjacent property. Emergency access is always maintained.

Please visit <http://www.seattle.gov/sfab/documents.htm> to see Brian's presentation.

7. Freight Master Plan Funding

Tracy Krawczyk announced that there is \$251,000 in the Mayor's 2013-2014 proposed budget for a Freight Master Plan (\$100K in 2013 and \$151K in 2014). She suggested that the Freight Board might want to write a letter of support for this proposal, as Council has not yet passed the budget. Together with the Freight Access Project (see below), this totals \$531K for freight planning.

The Freight Access Project will start first, mostly happening in the first three quarters of 2013. The Freight Master Plan will ramp up in late 2013, going into 2014.

8. Seattle Industrial Areas Freight Access Project

Tracy Krawczyk and Bari Bookout reminded the Board that this project is funded by a PSRC grant, awarded with the Port's efforts, and Seattle is providing the \$33k local match. Tracy shared a draft scope of work with the Board.

Questions and comments included:

- Would the Freight Master Plan continue this project and encompass the entire City?

A: Yes, modal master plans are citywide. They consider policies and programs, as well as specific projects, and typically include prioritization criteria to guide funding decisions.

- How will SDOT take into account that traffic conditions are currently affected, and will be affected in the future, by things like construction, the SR-99 tunnel, and the proposed arena?

A: This will be a challenge. We will use the regional travel demand model from PSRC, look at the best way to adjust the base volumes, and potentially seek assistance from consultants.

- Major Truck Streets need to be defined as part of the Freight Master Plan, and the map should be updated to reflect changes to the street network (e.g. Broad Street) and changes in travel patterns.

9. Coal Train Study

Mary Rutherford described a study the city will be conducting of the potential traffic impacts of additional coal trains moving through Seattle. This study is focused on traffic impacts at eight crossings (four in SODO and four in north downtown).

Items of interest include:

- Current and project train volumes, lengths and speeds
- Potential for traffic delays
- Potential safety concerns

More information will be provided at a future meeting.

Other Announcements

Warren announced that Bob Viggers has retired from the Board. As a result, there are now two vacancies on the Board. David Mendoza volunteered to replace Bob as the Board's representative on the Bridging the Gap oversight committee.

10. Adjournment

The meeting adjourned at 11:10 am.